



2019 LUCAS OIL SPEEDWAY GENERAL RULES Rev.

Amendments and/or new rules are noted in red text

The speedway retains the right to refuse entry to any car, driver, or pit crew.

These rules are in effect as of January 1st, 2019. This publication supersedes all previous LUCAS OIL SPEEDWAY Compliance rules and rule updates.

Conduct: Racers and Race Team Members at the Lucas Oil Speedway will maintain an appropriate and professional personal code of conduct at all times. Actions on or off the track deemed by officials to be detrimental to the sport or speedway will be dealt with severely. Consequences for fighting, cheating or other actions deemed inappropriate may include: fines, probation, suspension, deduction of points or any combination of the above. LUCAS OIL SPEEDWAY reserves the right to alter or amend the rules and regulations in the interest of safety, cost control, and/or fair competition. It is the responsibility of each competitor to read and understand the contents of these rules. If there is a disagreement or dispute regarding the meaning or application of these rules, the decision of the LUCAS OIL SPEEDWAY Competition Director shall prevail. No expressed or implied warranty of safety shall result from publications of or compliance with these rules and/or regulations. The rules and/or regulations set forth herein are designed to provide for the orderly conduct of LUCAS OIL SPEEDWAY racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. No pretense is made for having designed a foolproof set of rules and regulations. The spirit and intent of the rules is the standard by which LUCAS OIL SPEEDWAY events will be governed. The LUCAS OIL SPEEDWAY Competition Director is authorized to decide if an equipment change or modification is an attempt to circumvent these rules. The LUCAS OIL SPEEDWAY Competition Director can and will disqualify a racecar in violation of the spirit and intent of these rules. If this rulebook does not specifically state that you can alter, change, or otherwise modify something on your car, you should consider it a violation of these rules. No part is deemed to have been approved by LUCAS OIL SPEEDWAY by passing through prior technical inspections. The Competition Director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alteration of specifications. Any interpretation or deviation of these rules is left to the discretion of the Competition Director. His/her decision is final. These rules are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. All participants, guest and crew members fully understand that racing is inherently dangerous and that they are exposed to risks of death or serious bodily injury. The participants, guest and crew members voluntarily assume these risks.

No driver or crew member may be under the influence of alcohol, drugs or any other controlled substances while competing. Lucas Oil Speedway reserves the right to require drug testing in order to

assist its enforcement of the ' no alcohol and no drug policy. Decisions on drug testing and disciplinary action (which may include, but is not limited to immediate ejection from the track, a fine of \$500.00, a 90-day suspension, and/or a denial of further entry to Lucas Oil Speedway and or Lucas Oil I-10 Race Promotions, Inc. sanctioned events) is at the sole discretion of Lucas Oil Speedway Officials.

Unsportsmanlike Conduct: Any driver/crew member/participant found by Lucas Oil Speedway officials to be engaging in unsportsmanlike behavior or any inappropriate behavior that affects the orderly conduct of an event, the interests of racing, or Lucas Oil Speedway will receive a penalty. This includes any aggressive action toward a Lucas Oil Speedway official by a driver/crew member/participant including arguing, yelling, cursing or raising your voice when talking to an official, touching the official in any physical way, and any social media posts, public or private statements that are offensive or detrimental to Lucas Oil Speedway or a Lucas Oil Speedway official.

Driver/Crew Member/Participants are solely responsible for the actions of all team members at all times and in the event that a team member shows Unsportsmanlike Conduct, Lucas Oil Speedway officials may penalize the driver/crew member/participant for the actions of the team member in addition to any penalty to the team member for his / her actions.

PLEASE READ AND UNDERSTAND THESE RULES IN THEIR ENTIRETY. IF YOU HAVE ANY QUESTIONS ASK NOW, NOT AFTER AN INCIDENT HAS OCCURRED.

SAFETY:

Helmets

A helmet certified to Snell SA2010/FIA-8860, Snell SA2015/FIA-8860, SFI 31.1/2010 or SFI 31.1/2015 is REQUIRED to be worn during competition or on the racing surface at all times.

Head and Neck Restraints

Fire resistant safety neck collars are **required, or** Head and neck restraint devices/systems are Strongly Recommended.

At all times during an event (practice, time trials, and competition), drivers must connect their helmet to a head and neck restraint device/system certified to SFI Spec 38.1, and must be acceptable to the Lucas Oil Speedway Competition Director and Tech Officials. The device/system must display a valid SFI Spec 38.1 label. The head and neck restraint device/system, when connected, must conform to the manufacturer's mounting instructions, and must be configured, maintained and used in accordance with the manufacturer's instructions

It is the responsibility of the driver, not Lucas Oil Speedway or Officials, to ensure that his/her device/system is certified to SFI Spec 38.1, correctly installed, maintained, and properly used.

Restraint Systems

The use of a five (5), six (6) or seven (7) point driver restraint system certified to SFI Spec 16.1 or 16.5 is REQUIRED, no exceptions. All driver restraint systems shall not be in excess of two (2) years of age past the date of manufacture. The use of a seven (7) point driver restraint system is strongly recommended. All mounting points of the racing harness MUST be mounted properly in accordance with the manufacturer's instructions, and securely mounted to the chassis with the use of grade five (5) or better hardware.

Driver Suits, Gloves, Socks and Shoes/Boots

A driver suit certified to SFI Spec 3.2A/5 is REQUIRED to be worn during competition or on the racing surface at all times.

Gloves certified to SFI Spec 3.3 are REQUIRED to be worn during competition or on the racing surface at all times.

Socks and Shoes certified to SFI Spec 3.3 are REQUIRED to be worn during competition or on the racing surface at all times.

Seats

All seats must be constructed of aluminum. Full containment seats are highly recommended. Aluminum seats with bolt on kits will be permitted and shall include comprehensive head surround, shoulder and torso support system, and energy impact foam and must be installed in accordance to seat manufacturer's instructions.

Seats must be used as supplied and instructed by the seat manufacturer.

Seats must be mounted to a seat frame that is welded to the race car frame/roll cage structure. Attaching points, angles, and materials for the seat frame and mounting of the seat to the seat frame must be in accordance to the seat manufacturer's instructions.

Seat mounting brackets must use properly sized bolts and washers for the hole in bracket. No oversized holes or slotted holes in the bracket

Window Nets

Window nets certified to SFI Spec 27.1 or safety nets certified to SFI Spec 37.1 are required and must be mounted in accordance with the manufacturer's instructions and technical director's satisfaction.

Drive Line

A drive line "sling" is REQUIRED.

It is recommended that each racecar have built-in fire extinguishing equipment, but cannot be of the dry powder type (must be Halon 1211 or equivalent), **or be equipped with a fire suppression system.**

If utilizing a Fire Suppression System it must be equipped with a thermally deployed automatic fire suppression system. The fire suppression system will consist of a DOT approved cylinder manufactured from aluminum or steel with a capacity of ten pounds (10lbs.) of fire extinguishing agent, steel or steel reinforced lines, and two (2) thermally activated discharge nozzles.

All systems must meet or exceed SFI 17.1 specifications.

Systems must be fully charged with ten pounds (10lbs.) of DuPont FE-36, 3M NOVEC 1230, or Fire Aide and display a legible and valid SFI and manufacturer label depicting fire extinguishing agent, capacity, and certification date. Cylinders that or beyond useful certification date must be inspected, serviced and re-labeled by the manufacturer.

Cylinders must be mounted forward of the fuel cell. Cylinders must be securely mounted to the frame/roll cage assembly. The certification label must be unobstructed and easily accessible for inspection when the mounting is complete.

The cylinder must be connected to the nozzles with steel or steel reinforced lines.

Two (2) thermally activated nozzles must be used. One (1) nozzle must be located directly above the fuel cell in the fuel cell area and the second nozzle must be located in the driver cockpit area. An optional engine bay nozzle may be added.

An optional manual override cable may be added to the system

All cars must have a master shut-off switch located behind driver with easy access by the safety crew.

All cars are to be numbered on each door and top in contrasting color of car. A maximum of 3 numbers and letters are allowed. Numbers must be legible to the score tower. Any combination of numbers and letters that are deemed offensive by the management will not be allowed.

All cars must pass a safety technical inspection before being allowed to compete in any race. Track officials reserve the right to inspect any car at any time for any reason of safety violations. Track officials reserve the right to disqualify any driver or car from competition.

All drivers and/or crew will be responsible to tear down their car for inspection when requested by a track official. Failure to comply will result in disqualification and forfeiture of prize money and points for that night.

All weights and ballast must be secured with at least two ½ inch grade eight (8) bolts. Weights and drive shaft must be painted white and have the car number on them.

All cars are to have tow/pickup loops on both front and rear bumper. Track will not be responsible for any damage to any car that has to be lifted by wrecker to remove them from racing surface of loading of damaged cars onto trailers.

No intentional draining of oil, water, anti-freeze, and or gear greased on the speedway property. Waste items must be placed in receptacles provided at the track or taken off premises with you. Old tires must also be removed from the premises.

AGE REQUIREMENTS:

You must be at least 14 years of age to compete in any racing events held at the speedway. All drivers must have a valid driver's license (or a release from the management) to participate in any racing event. Persons under 18 years of age are required to have written permission signed by parent or legal guardian before they are allowed in the pit area. They must also complete and sign a membership agreement before entering the pit area.

SIGN IN RULES AND DRIVERS RESPONSIBILITY:

All cars must be registered in the class, which they are participating. Class registration fee is \$30. Pit pass for car and driver is \$30.00 (Special event prices may vary). Drivers Pill Draw closes at 5:45pm. All drivers must sign in at the pit office and draw before 5:45pm or they will start tail back in a heat race to be determined by the track officials. Late sign in cars will receive heat race finish points only. No passing points for the heat race will be given. Once the heat races have started no driver will be allowed to enter an event. Only the driver or owner may sign the car in. Draw can only be done if car is on property. It is the driver/owner responsible to keep all information current. No driver or crew member will be allowed to enter the pit area until they have signed all releases at the pit office. No one will be allowed to sign any release for anyone else for any reason.

The Driver's Pit Pass is your entry Fee. If you race more than one car per night in more than one class, the driver will be required to purchase (1) Driver Pit Pass per car.

Drivers shall be responsible for the conduct and actions of the entire pit crew. The driver shall be the sole spokesperson for car owner. No one other than the driver will be allowed to take part in any arbitration with officials on any matter. Any violation will result in disqualification and loss of all points for the night and possible suspension. The decision of the track officials is final. No exceptions.

Any driver, crew member, owner or associate of a race team that uses profane language or gestures of profanity to any track official will be disqualified for the night, loss of points, and suspended from race facility for a period to be determined by the track officials. No exception for anyone.

Absolutely no fighting allowed on or around track premises. Legal action may be taken. There will be an automatic 2-week suspension for anyone who physically or verbally abuses any driver, crew member, track official or race fan.

Absolutely no driver, crew member or anyone associated with your race team is allowed to enter into another race team's pit area to engage in a verbal or physical dispute. Penalty is 2 weeks' suspension and loss of all season points and winnings for the night. The driver and all involved are subject to this penalty and suspension.

Rough driving may, at the discretion of the track officials, result in suspension based on the severity of the incident. Any driver who retaliates on or off the track will be disqualified and 2-week suspension will be issued.

Any driver intentionally using his/her vehicle in a malicious manner will result in a minimum two-week suspension at the discretion of the officials

All drivers, owners, mechanic's or pit crew assume full responsibility for any and all injuries sustained including death or property damage during anytime they are on the track premises or in route to and from the track facility.

All disputes developing as a result of track rules must be settled at the track. The decisions of the track officials are final without exception.

INSURANCE:

Information about coverage is available from the track, upon request, at the office.

DECALS:

There are certain decals that must be carried on the car in order to earn both points towards the Season Ending Championship Payout and Prize Money. The track is aware of, and, has no wish to cause conflicts between drivers, teams and your sponsors. However, it must be realized that the class sponsors are Major Contributors of the Season Ending Points Fund. These Decals must be present on the car for consideration for Season Ending Championship Points Fund. These decals must be positioned on the car sides. Decals will be available in the pit sign in office.

TRANSPONDERS AND RACECEIVERS:

Both transponders and raceceivers are required to race at Lucas Oil Speedway. Transponders are provided by the track and will be assigned to each car at sign in. Raceceivers may be provided by the driver or are available for rent or purchase at the pit office. Transponders are to be mounted with number side down.

TIRES & TESTING PROCEDURES

All tires must "Cold" durometer a minimum of 55 prior to pre-race inspection, no tolerance allowed. After any race, the tires must "Hot" durometer 50 or above. Any tire reading below 50 will result in a disqualification for that race and will be subject to tire testing. Any tire "Hot" that durometers higher than 60 will be subject to tire testing. No tire softeners, no conditioners, no altering of tires with any natural or unnatural, no hazardous or un-hazardous components or chemicals which alter the factory set baseline-settings of a given tire. Any tire not meeting the durometer rule reading is subject to having a tire sample sent in for chemical testing. Track tech official will have the driver take nine different samples of the tire under the tech official's observation and one witness and place three samples each into three different bottles. These bottles will be sealed and placed in an evidence bag and sealed with the identifying numbers on the seals and evidence bag number will be documented on a Tire Sample Collection Form with the sample date, track name, drivers name, address, tire information written on the form. The driver, tech official and the witness will sign the form. The driver will retain one of the samples for further testing if needed, along with a copy of the form. One sample will be sent to the accredited laboratory for testing. One sample will be held by track officials for further testing if needed. Track officials will be notified of the results of the test as soon as they are provided to the accredited laboratory. The driver will then be notified of the results and any other action that may be required based upon the results.

RACING RULES:

Drivers meeting

Drivers meeting will be held at 6:00PM in the tech building.

It shall be the responsibility of all drivers to attend the drivers meeting. Any rule, format, or schedule change will be discussed at the drivers meeting. All drivers will be responsible for information discussed at the drivers meeting.

Posted information

All pertinent information such as hot lap order, race order, and race lineups will be posted at the lineup board.

Original starts

Original starts will be made on the front stretch just off of turn four. An orange cone will be placed at the edge of the track or white line will be drawn in the location where drivers will be allowed to start the race. The flagman will display the green flag and turn on the green light at that time. If the officials determine that the start was unfair, or "jumped", the yellow light will be turned on, and the yellow flag will be displayed when cars enter back stretch. Drivers may be penalized for attempting to gain an unfair advantage on a start by "jumping" or "brake checking". Penalties may include lost positions, restarts from the rear, or disqualification from the race through a black flag.

Re-starts

Re-starts will occur on the front stretch just off of turn four. The orange cone will be placed at the edge of the track or a white line will be drawn in the location where drivers will be allowed to re-start the race. The flagman will turn on the green light, and the green flag will be displayed. As in an original start, if the officials determine the start was un-fair then the same procedures will be followed as in the original start, and the same penalties will apply.

Double file re-starts

Standard restart procedures will be double-file, with the exception of the leader. The leader will start out front by him/herself. Second place will choose to occupy the inside, or outside lane, then hold his position until the race re-starts. The remaining lead-lap cars will align as accordingly.

All remaining lead lap cars will be aligned in that order. All lapped cars will be aligned behind the lead lap cars. All feature restarts with five or less laps remaining will be single file restarts.

Two (2) attempts will be made to restart in the double file configuration and/or if track officials at that time deem the track conditions not to be safe and fair for competition, the call for single file restarts will be made.

Single file re-starts

Track officials in case of extreme track conditions can revert to single file restarts. Once the track is deemed un-safe for double-file restarts, track officials will signal the drivers to remain in single file.

Cautions First Lap

Once the green flag drops, the race is officially underway. On the original start and before one (1) complete lap is scored, if only one car is involved in a caution and stops on the track, that car will restart from the tail. If more than one (1) car is involved in a caution before one (1) lap is scored, all cars involved in the caution that came to a stop will receive their original starting positions, provided there are no penalties to be assessed. Any car that goes into the Pits will rejoin the Field at the rear.

Cautions

If a car spins and causes a caution whether it stopped or not, that car will be charged with that caution and be sent to the rear.

In the event of a Caution, the car, or cars, involved in the incident that comes to a stop on the race track will be sent to the rear. All cars that are indirectly involved in the accident (spinning or stopping to avoid the wreck) will be given their position back. Exception will be only if directed by a race official or if a safety issue is at risk.

All cars are to get single file when caution comes out. Do not drive side by side. Any driver not getting inline before one lap of caution is complete will be sent to the rear of field. Any driver not allowing another driver to get inline will be sent to the rear of the field. Any driver having to be told more than once to get inline will receive the black flag and sent to the pits.

Spin Rule: Any driver that is involved in two (2) incidents resulting in a caution will be black flagged from that event and sent to the pits.

Backup car / driver exchange

No driver will be allowed to use a backup car or exchange a car or driver once he/she starts heat races. Once a driver has entered a car in the heat race than that car must start the feature. No exchanging of cars or drivers once heat races have been completed.

Lap Counts

Caution laps do not count

In case of a caution flag, all cars will be scored by the order they crossed the finish line on the previous completed lap with cars causing the yellow or red to be scored at the rear of the appropriate lap. A race will be called a completed race after the leader crosses the start/finish line and receives the checkered flag. Lap cars on white flag lap cannot make up a lap or those involved in last lap incident.

Feature Event

If the yellow or red flag is displayed during a feature event, all cars will be scored by the order they crossed the finish line on the previous completed lap with cars causing the yellow or red to be scored at the rear of the appropriate lap. If the yellow or red flag is displayed during the race after the leader takes the white flag, cars will be re-aligned, then there will be two more laps run (green/white/checkered).

Feature time limits

Each class will be given a feature time limit of 20 minutes. If the Race Director feels the time will exceed the allowed time limit due to several cautions before the full feature is complete than the race will be shortened by the Race Director.

During qualifying events (heat races)

If a yellow or red flag is displayed during the race after the white flag, the race will end with a yellow and checker flags. Cars will be scored how they crossed the line on the white flag lap.

Feature Points

1st) 100 points, 2nd) 95 points, 3rd) 91 points, 4th) 87 points, 5th) 84 points, 6th) 81 points, 7th) 78 points, 8th) 76 points, 9th) 74 points, 10th) 72 points, 11th) 70 points, 12th) 68 points, 13th) 66 points, 14th) 64 points, 15th) 62 points, 16th) 60 points, 17th) 58 points, 18th) 56 points, 19th) 55 points, 20th) 54 points, 21st) 53 points, 22nd) 52 points, 23rd) 51 points, 24th) 50 points

All other drivers that start the main event and finish below 24th are awarded 50 points.

All drivers that fail to start or qualify for the main event are awarded 45 points.

GENERAL SCOPE OF RULES AND PENALTIES:

Any car causing a yellow flag to be thrown to stop the race to keep from losing position will go to the rear and be one lap down on restart.

No car will be allowed to return to the track in the heat race once it enters the pits. During the feature, a car will be allowed to only enter the Hot Pits and return to the track at a time to be determined by the track officials. Any car that goes to his pits during a feature will not be allowed to re-enter the track.

Any driver exiting his car on the race track during a race for any reason is automatically disqualified from the race and all winnings and points will be lost. (Exception: if a track official directs you to exit or you are in immediate danger for your life or serious injury).

If a driver refuses a technical inspection after a race the car/driver will be disqualified and no points or pay will be awarded for night. Technical inspections are to be done at the track only. No exceptions for any reason. (This includes tear downs)

Officials and Race Director will resolve any disagreement over technical questions or operations. When their decisions are rendered, such decision is final and binding.

Race Director will act upon any situation not specifically covered by these rules and procedures set forth herein and management reserves the right to make changes, additions and/or deletion of these rules deemed necessary to allow for a more competitive program for racers and spectators.

Flags

Green: Start of all races, clear track, and race for position.

Yellow: Slow down, there is an obstruction on the track, do not try to better your position, laps do not count. All cars get single file, (Do not drive side by side; you will be aligned again per score tower. Failure to do so will result in driver receiving the black and not being scored any further.

Red: Come to a complete stop as quickly and safely as possible. Once stopped do not move your car until directed to by track official.

Black:

A.) Please note: There is a distinct difference between being given the Black Flag and being Disqualified.

B.) Black Flag - means that you have been sent to the Pits and will take no further part in the current race, whether it is a Heat, Last Chance or Feature. Your car will not be scored from the Black Flag time onwards.

C.) Disqualified - means that you will not be allowed to take any further part in the competition from that point on. No Points or Prize Money will be awarded in the event of a Disqualification whenever it occurs during a particular event.

White: One lap to go.

Blue/yellow: Faster car approaching. Hold your line. You will be instructed which direction to move (high or low) by the flagman.

Checkered: The race is complete. Exit the track as quickly and safely as possible. No parade laps, unless directed by official.

ATV/GOLF CART/PIT BIKE RULES

Must be Licensed Driver, 16 years or older. Must have and show proof of insurance. Drivers will be allowed (1) one cart/atv permit with their class registration fee. Must obey all the Lucas Oil Speedway Golf Cart/ATV rules and regulations. May only carry as many passengers as there are seats. NO passengers on racks, handlebars, etc. NO standing on the back or side of vehicle. Maximum Speed is 7mph, speed of a moderate to fast walk. Failure to comply with these rules can and will result in loss of privilege to operate these vehicles on Lucas Oil Speedway property.

PIT AND MISCELLANEOUS RULES:

No personal vehicles allowed in the pits

No drinking of alcohol allowed in pits at any time before or during the races. No glass containers of any nature allowed. All vehicles and trailers are subject to search by track security at any time.

Illegal parts, discovered during technical inspection, may be retained by track.

Track pit speed limit is maximum 7 mph. No exceptions. Speeding in the pit area can be cause for disqualification and loss of points and money for that event.

No pit crew members allowed on the track or staging lane to work on car for any reason. Repairs may be made in the "Hot Pit Area" off of turn two. You will be allowed to return to the racing surface at the track official's digression.

In case of rain out after heat race the features will be run over the following weeks as determined by management.

All special classes not covered by these rules will be run according to their own established rules or will be governed by rules established at a later date.

These rules are designed to make the races safer for you but are in no way to be considered a guarantee of your safety. Other rules may be required later and will be posted in the pit area for your inspection.

Report all injuries to the pit office. There is a form that both the individual and promoter must complete.

Competition Director of the speedway reserves the right to modify these rules as they deem necessary for any and all reasons. All changes will be posted at pit office for your review and compliance to them.

Special races may have a variance to these rules. Any and all interpretations of these rules are left to the track officials. Decisions of the track officials are final.

Repeated violations of speedway rules may result in permanent suspension.

The speedway retains the right to refuse entry to any car, driver, or pit crew.

Thank you for choosing to participate in the racing program at our speedway. The staff and management are here to assist you so please feel free to ask any questions you may have. Our goal is to present a show that is both fair to all race teams and entertaining to our fans. It is also our intention to move the racing in a timely manner so be ready when your turn comes to race, as we will not delay the race for you. Thanks again for attending and good luck to all.